

OFFICE OF CIVILIAN DEFENSE  
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CAP  
BULLETIN

CIVIL AIR PATROL

July 24  
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Unit Commanders: The thing National Headquarters has been working on for some time can now be announced -- the matter of rank insignia. CAP units marching like regulars on fields and in armories throughout the country have one difficulty in their formal drills. The officers look the same as the members in the ranks. Aside from the small sleeve insignia identifying Wing, Group, and Squadron Commanders and Staff, and Flight Leaders, there is nothing to show relative rank.

RANK INSIGNIA--Approval has now been granted for the wearing of shoulder rank insignia so the CAP soon will have Majors, Captains, Lieutenants, and Sergeants. Policy is that CAP members are to be uniformed so they will not be confused with officers and enlisted men of the Army. They will wear special CAP shoulder straps on shirts and blouses plus a few other changes which readily can be made in the uniforms they now have. New insignia will include collar ornaments with the Army Air Corps wings in silver rather than in gold and the letters CAP in silver in place of the gold U.S. which officers wear. In addition, members will wear the CAP shoulder insignia, cap emblem, and pilot wings. Special V insignia have been designed for those who volunteer for active duty with service stripes for those who have served. Emblems for radio operators and A & E mechanics also are available as noted in GM-39. Rank insignia cannot be worn until officers have been formally appointed. Directives and tables of organization soon will be issued.

COURIER SERVICE--The New York Wing announces the formation of the First Courier Command with planes and pilots standing by from dawn to dusk at the Aviation Country Club Airport, Hicksville, Long Island, to carry war production supplies and personnel between war plants and their subcontractors and shipping plants. Within 10 minutes of the receipt of a request, a plane takes off. In the past week, key men were flown from the New York area to a sub-contractor's plant to iron out a production problem and were brought back to their home factory in time to finish the day's work. In another case, urgently needed parts were flown in to prevent a production bottleneck. J. Gordon Gibbs is commanding the base. Negotiations for the starting of similar service for plants in other areas is rapidly progressing at a number of points throughout the East.

ACTIVE DUTY APPLICATIONS--Hundreds of applications for active duty with the Civil Air Patrol continue to arrive at National Headquarters. So many members want to sign up for the duration, rather than for one, two, or three months, that the next reprint of the blanks will contain this option. Meanwhile it can be written in on the old blanks.

It is emphasized that the registry of those who wish to serve a continuous month or more per year does not preclude shorter terms of service on missions where staggering of work for a day or a week at a time will permit. But a call on that basis would bring response from practically 100% of the membership. So, for Headquarters records, it seemed practical to make a special listing only of those who are eligible for the type of missions which require continuous service for a month or more.

GASOLINE--Effective July 22, aviation gas below the 86-octane rating can be purchased only by coupons in the Eastern States where gasoline is rationed. There is no intent to limit the use of gasoline for civilian planes but merely to permit a check-up on its use to prevent diversion into autos. All units are urged to adopt share-the-ride plans for utmost conservation of gas and tires.

FLOOD MISSION--During recent floods on the Missouri River which covered hundreds of thousands of acres and marooned many farm families, the Missouri Wing went into action. A preliminary survey from the air helped the Coast Guard decide to increase the number of rescue boats needed in the St. Louis area by 80 craft. With two-way radio, working with Coast Guard and State Highway Patrol, CAP observers located washouts on rail lines and isolated farm families and livestock in need of rescue. Points on the Mississippi and Illinois Rivers were covered with three Squadrons standing by under the direction of E. M. Dunham, Executive Officer of Group 731-2. CAP Intelligence Officers secured the cooperation of newspapers and radio stations to divert traffic away from points where highways were flooded or traffic congestion would have disrupted rescue work.

MISSING PLANE--A report that an Army plane was missing sent Omaha members on a search during a severe thunderstorm last Sunday morning. As the message arrived, Squadron 1 was preparing to take off on a practice flight. The Operations Officer quickly sketched a course for each plane to search. The last off was Squadron Commander Arthur E. Miller. Before he got in the air, a report came through that the plane had landed safely so he and his observer tried to signal the planes down. Several which could not be reached completed the mission despite bad weather.

CAMP WITH GUARD--Squadron 5111-1, Cincinnati, is going into camp with the State Guard. Members will take their own planes, live in tents, post their own guards, and serve as an aerial unit in cooperation with the ground forces.

RENDEZVOUS--Biggest assembly of CAP planes yet was staged by the Michigan Wing at Brooks Field, Marshall, Mich. A total of 303 aircraft and 785 uniformed members arrived. Each Squadron marched in review to the music of the high school band.

Twelve of Iowa's sixteen Squadrons were represented at a breakfast held by the Marshalltown Squadron. Despite bad weather, 93 planes and 260 members were there.

Ten Ohio Counties were represented in a parade of aerial strength at the Mansfield Municipal Airport where 57 planes from 5 Squadrons were reviewed.

PARACHUTE ATTACK--Squadron 153-1, Westport, Conn., took part in a simulated raid and parachute attack on a land force of the Westport Defense unit. Of the nine planes, three were seaplanes from the local seaplane base.

NEWSLETTERS--More and more CAP units are producing their own news bulletins to keep all members posted on what's doing and to tie the Squadrons closer together in the common interest. The Maine Wing has printed the first issue of "Northeast Runway", a four-page bulletin containing many items of interest. "Group 514 News" is also a four-pager issued each month with a little fun and laughter mixed in with a lot of serious thinking. "Alabama Wing News" makes its bow in attractive multilith format. The South Carolina Wing has named its bulletin "Flap Control". Squadron 711-5 has one called "Message Pickup". They all make mighty good reading.

AIRPORTS--Pursuant to GM-41, all units have been requested to report through Wing channels to National Headquarters on all airports currently used by the Patrol. Thus CAP soon will have its own airport census. This information is needed so that in cases where the armed services are contemplating taking over a field, plans can be made either for continued joint occupancy by CAP or for moving the local CAP unit to another base when it is necessary for the Army or Navy to take over exclusively. The survey will show the approximate number of CAP members and planes based at each field.